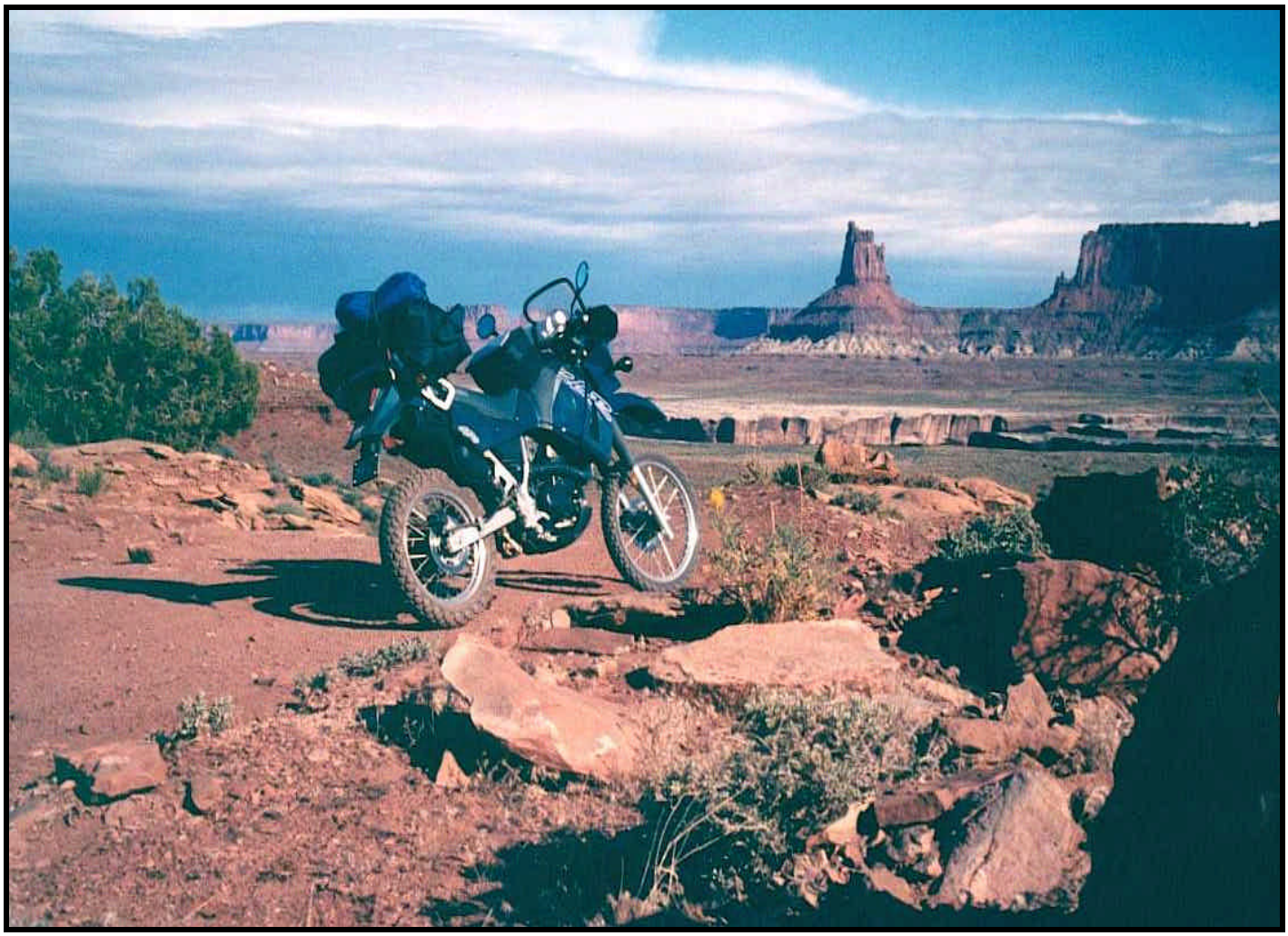
Dual Sport News

... Newsletter of the ***Dual Sport Owners Group***

July/August 1999



UTAH GET-TOGETHER '99

INSIDE THIS ISSUE: ☞ Moab 99 ☞ Happy Trails Motorcycle Accessories☞DR350SE Adventure Sport ☞Tank Panniers☞ Fall Baja Ride ☞A Meeting of Strangers☞Technical Insights

PERSPECTIVE

Gino Pokluda

Elements

Sand, wind, heat, cold, rain, sun, smiles and tears. These were the elements of the 1999 Utah Get-Together. In my years of organizing and participating in rallies and gatherings, I never had experienced the sense of kinship and camaraderie that I felt at this event. In fact, the 1999 Utah Get-Together was more like the reunion of a close family rather than the gathering of strangers. I think that alone is the most memorable aspect of the rally. Sure, there was great riding, food and the scenery of the Canyonlands is unequaled. But it all pales when compared to energy of being a part of such a great group of riders. The 1999 Utah Get-Together was, as it was intended, a gathering of enthusiasts. Pictures are worth a thousand words, so here are my favorites (continued

Photos by Ken Belfatto, Bob Carreras, and Gino Pokluda

Send subscriptions, comments, articles to:

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www.dualsport.org

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Make checks payable to: **Gino Pokluda**
Please write: **DSN** on check.

Disclaimer

All technical tips, product reviews, bike modifications and any other advice printed in *Dual Sport News* are only for the purpose of information sharing. Modifications made to your bike are your responsibility and *Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world.

Gino Pokluda. Editor

WHAT'S NEW

Cover Photo

A KLR650 looks out on the majestic Canyonlands of Utah. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

THANKS!

To all who made this 24 page issue possible. Dual Sport News continues to grow and we are approaching 1000 subscribers!

Check us Out!

www.dualsport.org
Webmaster, Bill Haycock.

KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.

(Continued on page 5)

Aerostitch Yellow Drybags/Saddlebags

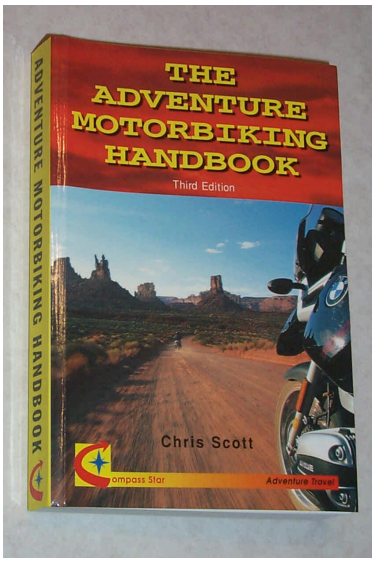
Now available in yellow for enhanced visibility, these new easy-loading drybags and waterproof saddlebags are constructed of extremely tough seam-sealed PVC impregnated material and are so functional and rugged that you'll marvel at their usefulness. The Yellow Drybags come in three sizes: Small (10" x 19"), Medium (11" x 21") and Large (12" x 24"). A full length opening across the long dimension of the bag allows access to what you need without unloading half the bags' contents. All are sized for strapping across a rack or saddle. The matching Yellow Drybag Saddlebags are top-loading waterproof throw-overs made of the same materials and measure 15" x 10" x 8". Capacious enough for a camping trip, these bags will fit ahead of the turn signals on all motorcycles and are ideal for use on dual sport and sport bikes. If you travel during bad weather or times of low visibility, these bags will enhance your visual signature which decreases the chance of being a traffic incident.

Yellow Drybags (specify yellow, red or black): Small #930 $47.00 Medium #931 $57.00 Large #932 $67.00
Yellow Drybag Saddlebags (specify yellow or black) #912 $167.00

To order or for further information, call Aerostich/ Riderwearhouse at: 800 222 1994 or FX: 218 720 3610
Web: www.aerostich.com

Yellow Drybag/Saddlebag Features:
+Yellow color enhances visibility
+Rugged, simple design
+Waterproof construction
+Drybags have convenient full-length loading design for easy access
+Top-grade webbing and hardware
+Extremely tough material, cut and abrasion resistant
+Safety aside, they look cool
+Nobody will suspect you capable of deviousness

The Adventure Motorbiking Handbook



Chris Scott
Published by Compass Star Publications LTD.
Available from White Horse Press (800.531.1133)
RiderWearhouse (800.222.1994)
CycoActive (800.491.CYCO)

Don't pick up this book unless you are prepared to spend a couple of hours reading it and loosing track of time. While I have not finished *The Adventure Motorbiking Handbook*, I can tell you that from what I have read, it is an excellent source of information about motorcycles, adventure gear, and general information about adventure touring both here and abroad. It is well written with plenty of photographs, though some of the black and white ones are somewhat murky, just like *DSN*'s.
There are ten pages of color photos and numerous tips and hints on where to find gear that is somewhat unique. Look for a full review in the next issue of *Dual Sport News*.

SEARCH THE EARTH

Search The Earth *is proud to announce* ***Around The Americas.***

Around Americas, a 14,000 mile ride, will try to raise money for The American Red Cross' International aid programs. Search The Earth, a special interest group, founded by three adventurous motorcycle enthusiasts, plans to ride from San Francisco to the tip of the American Continent. The ride will begin on July 1st and will take approximately 6 months to complete. The founders, Juan Diaz Rivera, Jason Sturgis, and Sunny Irvine, will ride through more than 13 countries to raise $100,000 dollars to help the Red Cross's efforts of lending aid and support to the victims o the Hurricanes that wreaked havoc on Central America last Summer.

The Riders…

Sunny Irvine sunny_mex@hotmail.com (619) 279-0706

Being fortunate enough to have traveled around the world twice by the age of 20, I have seen many things that others haven't. I have witnessed firsthand how terrible living conditions can be in third world countries, as well as in first world countries. I have seen families lying in the streets begging for food and clothes. My goal is to help those people. I have done several rides, including a ride in the Himalayas, but none of them had a cause like this. I will also graduate from the University of San Diego in the spring of 1999

Juan Diaz Rivera ar_row@hotmail.com (408) 984-0900

I have been lucky enough to ride in India and Peru in the past. Search The Earth is now giving me an opportunity ride for a cause that will benefit both the people of my country and our neighbors on the American continent. I was born and raised in Cabo San Lucas, Mexico, and will graduate with a bachelors degree in marketing and psychology from Santa Clara University in the spring of 1999. My goal on this trip is to gauge the effectiveness of relief efforts throughout Central and South America.

Jason T. Sturgis jason6am@hotmail.com (949) 673-2245

I am 23 years old and recently graduated from Pepperdine University with a degree in Business Psychology. This ride started out as a simple adventure but it has become much more. We have all taken it upon ourselves to try and make a difference in the lives of the people that we will be visiting. Raising money for the International Red Cross was the best way to accomplish this and I hope to relate our experience to the rest of the world to increase public awareness of the beauty and suffering that the people of South and Central America go through in their everyday lives.

The Charity…

The American Red Cross, as part of the International Federation of Red Cross societies, is responsible for mounting relief efforts for victims of natural and technological disasters. They are in the best position to give aid to the people in the countries Search The Earth will visit.

The American Red Cross

The mission of the American Red Cross' International Services is to relieve human suffering, wherever it may be found; to protect life and health; to ensure respect for the human being, particularly in times of armed conflict and natural disaster; to help prevent disease; to promote health and social welfare; and to encourage voluntary service. For more information go to www.redcross.org .

To Donate…

To donate please make checks payable to "American Red Cross" and send to 711 Happy Valley Rd, Santa Cruz, CA 95065. Checks will be pooled here and mailed all at once to the Red cross. If there is a paticular geographic area of interest in central or south America please indicate the country or area in the country on the 'memo' line of your check and it will be applied to said particular area of interest.

The Route

The ride will begin in San Francisco on July 1st, 1999 and proceed down the Pan-American Highway through the Baja Peninsula to Cabo San Lucas, where Sunny and Juan grew up. From there a ferry will take the riders to the Mexican mainland. The road will be followed down the coast until just south of Acapulco. Continuing east towards the state of Chiapas, the riders will visit Red Cross out posts and ride on to the Yucatan Peninsula, and then cross into Belize. The ride will continue south through Guatemala, Honduras, Nicaragua, Costa Rica, and Panama. From Panama the three riders will take a ferry to Ecuador where they will meet up with the Pan-American Highway, which will take them through Peru and Chile to Argentina where the City of Ushuaia marks the end of civilization, the Pan-American Highway, and the American continent.

Progress

So far Search The Earth has received support from ***Kawasaki, Chase Harper, Bridgestone, Progressive Suspension, Arai, Belstaff, Aerostich, Acerbis, Motorola, Clearveiw, Roadgear, Uni-Filter, Chatterbox, Gorilla Automotive, Kryptonite, MSR camping products, Saddleman Seats, Magellan, Dunlop, Baja Off Road Designs,, Cycoactive, City Bike, and Leatherman Tools, City Bike, Design Salt, and Alpinestars*** in the form of equipment, advice and enthusiasm. We have obtained over $20,000 in pledges from four foundations and are in the process of raising more. In view of our initial success we had hoped to reach our goal of $100,000 before we start the ride this summer, however we have since become realistic and have arranged for fund raising efforts to continue throughout the length of our trip.

Additional Information

For any additional information regarding the ride, the route, the riders or any other aspect of Search The Earth's Around the Americas fund raiser please contact Juan Diaz Rivera at (408) 984 0900 or email at searchtheearth@hotmail.com . Thank you for your interest and thank our sponsors for all their support.

ADVENTURE SPORT

Gino Pokluda

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xmission.com. To post a message to the list, send the message to **klr650@lists.xmission.com.**

DUAL SPORT Mailing list

For those wanting a little more variety, there is DUST, the dual sport mailing list. Send the message "**subscribe dust firstname lastname" to listproc@dorje.com.**

Advertising Policy

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new Corner Store section; where businesses that make items specific to motorcycling may sell their products.

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Charge of the "Lite" Brigade

DR350SE Adventure Sport

I don't know about anyone else, but when I see a dual sport machine tagged with the Adventure Tourer moniker, all I can think of are the terms big, heavy, and cumbersome. I'm not just talking off the top of my head here either. I'm speaking from my experience with my own personal KLR650 which has evolved into an accessorized, behemoth with aluminum panniers, tank panniers, Corbin seat, center stand, driving lights and other heavy bits. While this all makes the KLR a wonderful touring bike and light duty off-road explorer, all of the goodies and inherent weight do tend to limit its more serious trail prowess. Thus the impetuous to come up with a lighter alternative. I wanted an Adventure Sport – yes, I'm aware that is the name Honda has on the Africa Twin.

My mission was simple; create a machine that could string at least a couple of 400 mile days together while carrying camping gear with reasonable comfort yet still be able to perform on trails of the more difficult variety. The Adventure Sport would have to have a range of at least 200 miles and be comfortable for at least two-hour stints in the saddle.

Before I continue, let's get a few things straight. There simply is no way you can make a motorcycle like a DR350SE as comfortable as a Goldwing. You, as a rider, must be willing to put up with the elements and lack of power if this kind of package is going to work for you. If your ego does not allow you to be passed by cars or having to drop below the speed limit when climbing long hills on the highway, you'd be better of skipping this article. If, however, you willing to put up with some minor inconveniences and don't mind not having extra ponies one tap and are enticed by the idea of traveling on a very light touring package and then being able to tackle serious off-road trails, read on.

Go to any dual sport event and you will notice that the run away favorite with the riders is the Suzuki DR350. There are several reasons for this, the important ones being that it is durable, dependable and comfortable all of

(Continued on page 13)

The KLR Page:

You Can Have Your Cake(box) and Eat it Too

by Kurt Simpson

Product Review

Driveline Services/Happy Trails Products

Accessories for the Kawasaki KLR650 and Other Dual Sport Motorcycles

Radiator Guard
Highway Pegs/Engine Guard
Side Racks
Cooler Bags and Cloth TailBag
Aluminum Panniers and TailBox

Tim Bernard grew up in a world where people marry their high school sweethearts. A big date on Friday night meant a couple of Big Boy sandwiches and chocolate malts at the shop. His girlfriend got her hands greasy (along with everyone else) with round-the-clock preparations on a wrecked racecar so it would be ready for the Saturday night A-Main. Not knowing any better, she grew up thinking that the smell of WD-40 was Tim's cologne.

Somewhere along the line, Tim grew up, got married, had kids, found The Force and, thankfully for many of us, dual sport motorcycles and especially, the Kawasaki KLR650. Tim's world is still populated with things like jigs and tube benders, Dzus fasteners, Full Bore wrenches, and quick-release latches. When you buy one of Tim's kits you are transported to a place where foul language isn't necessary to build things that stay together and go-fast. His kits come with everything but the malts.

Tim Bernard and his wife Sherry

Driveline Services/Happy Trails Products

Tim and Sherry Bernard run Driveline Services in Boise, Idaho. They operate the business out of a brand new building complete with kitchen and dining area and an apartment upstairs. It's the kind of shop that the mechanically inclined dream of and, as you might imagine, it is immaculate. The main line of work is anything related to the drivetrain of autos, trucks, and busses. The motorcycle accessory business is a sideline and mostly a labor of love. Hence, the name, Happy Trails Products.

Dual Sport Accessories: The Past

Tim's first and still finest dual sport product is side racks for soft luggage. He makes these racks for KLR's, DR350's, DR650's, XR650's and soon, KTM's and TransAlps. The regular racks are made of 1/2" powder-coated steel tubing. These stout side protectors end concerns with scuffing the rear side panels. They also eliminate concerns over luggage melting on exhausts. Finally, they give an added measure of confidence to the rider in falls of all types. I use mine with a pair of Ortlieb Dry Bags and it is an excellent combo on both my KLR and DR350. I have not heard of anyone who is unhappy with his or her Driveline/Happy Trails side racks. The regular side racks for soft luggage

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The advertisement may be changed as many times as needed as long as the changes are received by DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years subscription to DSN, an advertisement up to but not exceeding 3.5″X3.5″ and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the DSN. You may advertise your motorcycle event two issues in advance. Simply send in a description of the event, dates, times and point of contact and it will get published.

Rights of refusal.

Dual Sport News reserves the right to edit or refuse publication of any Basic, Deluxe or Event

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... Driveline Services/Happy Trails

(Continued from page 6)
advertising if it deems the nature or content is not appropriate.

If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of DSN while keeping the cost to subscribers low.

Articles Needed

WIN A SHIRT!

We need articles on all brands of dual sports, especially Honda. The first two Honda articles I receive will win the authors a free 1999 Utah Get-Together T-shirt! Articles must be at least 500 words and have supporting pictures and be received by August 10, 1999 - Gino.

NEXT ISSUE DEADLINE

The deadline to receive articles for the next issue of Dual Sport News is **August 1, 1999**. Start writing!

SUBSCRIBING

If your mailing label has a date in the upper right hand corner, then you will receive DUAL SPORT NEWS up to that

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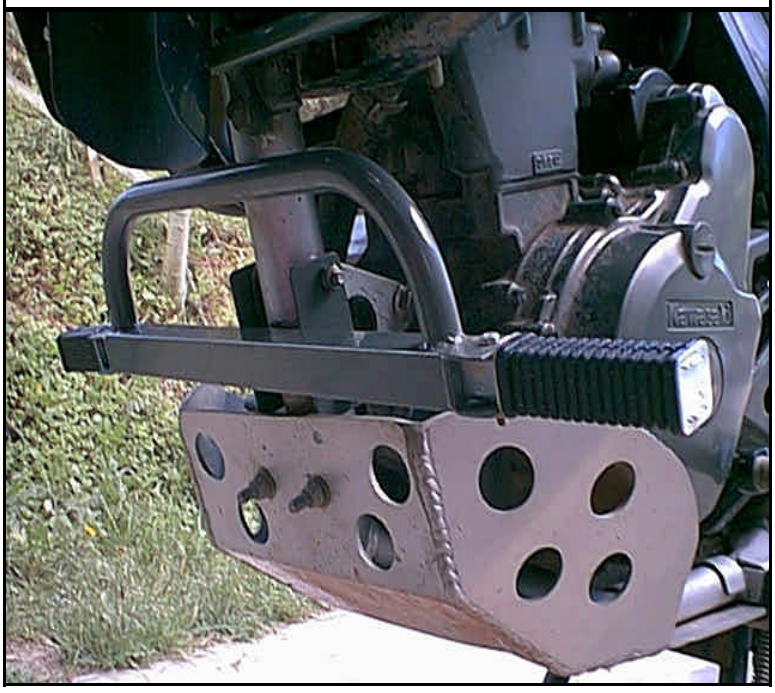
The racks that started it all; KLR650 side protector racks

(Continued from page 6)
sell for $155.00.

Early last year, Tim had the audacity to introduce highway pegs for the KLR. I bought a set immediately as have many others. Solid and well built, the highway pegs give the rider many more choices in riding positions; this means more miles and more smiles.

A bonus of the highway pegs was some unplanned protection for the engine side cases. Building on their potential, Tim has improved the product with a new engine guard/ highway peg version. To his one inch bar steel design, he now adds a loop of three-quarter inch tubular steel. This newest iteration aims directly at improving protection from a front-on collision with roosted rocks. Like all of Tim's tubular steel products the fit is tight. It mounts to the existing front engine mounts and Tim includes additional longer bolts. The pegs are designed to fold inward when not in use or when in contact with an object. I wouldn't ride my KLR without these guards; Tim sells them for $65.00.

Highway pegs: They're not just for cruisers anymore



The Present

Responding to the clamor from the Internet KLR650 list, Tim has introduced a tubular steel radiator guard for the KLR. It is designed to protect the radiator (left side only) from damage if the bike takes a fall. It is not designed to ease frontal impact of stones or debris. My guard bolted up and the fit was exact. Shortly after installing the guard, my bike took a fall on the left side while changing the front tire. No damage occurred to the radiator while the shroud to the outside was tweaked pretty badly. Soon to be added to the line-up is a similar guard for the coolant reservoir on the bike's ride side. Considering the price of the reservoir, fan, and radiator, the protectors are the only insurance available against a costly trip to the Kawasaki dealer. The radiator/coolant reservoir guards sell for $49.95 or $76 for the pair.

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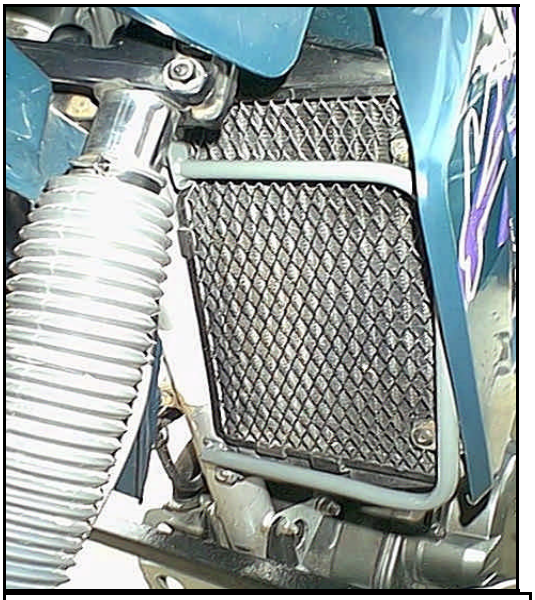
... Driveline Services/Happy Trails

(Continued from page 7)

The Future

In April, Tim sent me a prototype of a new rack/modular luggage system. He called them "the new SU racks". I went for weeks exchanging info on the SU racks before I finally asked him what "SU" stood for. With a smile that could be seen over the phone, Tim replied, "Something Ugly". Now in its third generation, the SU racks are far from ugly. Tim has caught on and now refers to the acronym euphemistically as "Something Unique". Regardless of what you call them, they are the keys to a modular/kit system that could well become the standard for the venerable KLR.

In contrast to the original side racks, the new SU's were designed from the start to work with fixed luggage. This is not to say they cannot be used with soft luggage. At the '99 Utah-Get-Together in Moab, Tim and I strapped my set of Ortlieb Dry Saddlebags to the SU's and they worked flawlessly.



Radiator guard for the KLR650

The SU racks. It's a whole new ball game now.

Unlike the regular racks, the SU's are made of ¾" steel tubing. They mount on three or four points (depending on whether you use the optional fender crossover brace) rather than two on the regulars. The extra mounting point requires the owner to relocate the turn signals. On my beta test set, Tim did not include any parts or instructions on this operation. After giving him my feedback, he is now developing some mounting tabs and wiring extensions that will make the kit an entirely bolt-on affair.

Tim said my racks would be "a nice snug fit". He wasn't exaggerating and the racks did require that I get all three bolts started before attempting to tighten. The fit was solid and the finish superb. I ordered the optional wrap-around fender brace. We discovered that my Super-Trapp IDS exhaust can presented a fit problem. True to form, Tim fabricated a special drop-down piece and smaller spacer that will become part of the kit for non-standard exhausts. With the fender brace snugged up, the entire rear end of the bike seemed to take on a new rigidity. It made me want to hook the winch up and suspend the

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date. If your mailing label has **SAMPLE** or **RENEW** in that spot, then this will be the only issue you receive until you subscribe or re-subscribe. Subscription is $15.00 a year for six issues. If you are outside the United States, the rate is $20.00 US.

Send your personal check, money order or international money order to: **Dual Sport News, PO Box 698, Sandia Park, NM 87047**

WEBSITES OF INTEREST

Adventure Touring Website and handbook. Both developed by Chris Scott

www.compass-star.co.uk/AMW.htm

National Off Highway Vehicle Conservation Council
Site contains off highway information and gear specifically for off-road use.

www.nohvcc.org

Travels:

A Meeting of Strangers

By Darrel Kuhse & Tobin Lampson
As told by Darrel

There were four of us taking a break from some mighty fine dirt riding in Hungry Valley Off-Highway Vehicle Park. Bob on an A3, Toby on an A7, Brian on a DR350 and me on the A12. John aboard an XR600, the most dirt capable machine in the group, had decided to head home just as we were about to hit the trails after a morning of mountain road twisties. We were contemplating whether to continue on through the Los Padres National Forest or double back to the Interstate. Brian opted for the latter. The three remaining (and eldest of the original five) riders, all on KLR650s, were gonna do Jeep Slide!

"Have you ever ridden down Jeep Slide?" Toby said. "Sure" I replied, "me and Redondo Ron rode down it last year. It was pretty hairy, but at least we didn't have to back track to get home. We were able to eventually get to highway 166 after some excellent off-roading." Toby had been down Miller Jeep Trail before, but not on a KLR. He seemed skeptical, but if Ron and I had done it, he was game.

We would be gaining altitude for awhile and there were patches of slushy snow on the dirt roads. My fully inflated Gripsters were doing quite well but probably not as good as Bob's Kendas or Toby's IRCs. We made a few stops here and there to get some photos of the river in the valley far below and the surrounding mountains. Toby was packing his newly acquired digital video camera. It's about the same size as my mini 35mm but incredibly, it takes crystal clear footage that you can view on the fly.

We arrive at Miller Jeep Trail (better known as Jeep Slide) and begin to descend. I now realize that I had not traversed this piece of real estate before, but that Ron and I had started to last year. He had been leading the way and I didn't have it in me to take on such a challenge that day, so I called it off. Since then I've become more familiar with my mount and was up to the task. Or so I thought. You see when I had told Toby that Redondo and I had done Jeep Slide before, I genuinely thought we had, but even though what we had went down last year was steep and rocky, it wasn't but a fraction of this thing. I would soon learn that Jeep Slide is the mother of all downhill descents!

Steep isn't the word for it! And 35-40 degrees or more at times isn't exaggerating. Rocks galore mixed in with boulders. Last winters' El Nino rains had wreaked havoc on this terrain with tire swallowing ruts. So instead of riding down, we were mostly straddle walking the KLRs down this beast of a trail. After about a quarter mile of this we stop for a breather. "Hey Toby, how much further"? I asked. "We've went about a fifth of the way". He was either being nice about it, or had forgotten the extent of this thing. We actually had about 10 times more to go! He would ride ahead and stop to get head-on footage of Bob and I inching our way down. Then I'd ride ahead to get still shots. Rounding a bend we were met by three riders going *up* Jeep Slide. An XR400 followed by an XR200 were doing quite well while their comrade on a KDX wasn't. He was sweating up a storm and looking to be having his doubts. I bid him good luck and he returned the sentiment. Little did I know we'd need all the luck we could get. Just when the terrain would get less rocky and flatter and we thought we were near the bottom, no go. More rocks and steeps. Now I know what "arm pump" is all about. As I took the last swig of my bottled water, I couldn't help but think, "what a fine time to forget to bring my Camelbak".

After awhile we were getting good at this. It was starting to feel like fun. A couple times when the film was rolling, I'd say, "now this is dual sporting"! Or, "it doesn't get any better than this". Well it did.

After an hour or two, we'd finally reached the bottom of Jeep Slide! Celebration was in order and Toby breaks out a flask Early Times. We took a few nips while we shot the breeze and patted ourselves on the back. The sun was getting low, so we decide it's time to head home. We were each about an hour and a half ride from our respective Ventura County homes, once we reach the tarmac. We figured that we had a mile or two of flat dirt road to Hwy 166 and smooth sailing from there. We figured wrong.

Toby led the way across a wide creek that we had photographed from high above earlier in the day. We find the jeep road we were going to leave the area on, but it's much steeper than expected. Toby tries to climb it and gets half way up the first leg before the first switchback before digging in to his rear axle. He turns around and comes back down, and says,

(Continued on page 16)

DUAL STAR
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... Driveline Services/Happy Trails

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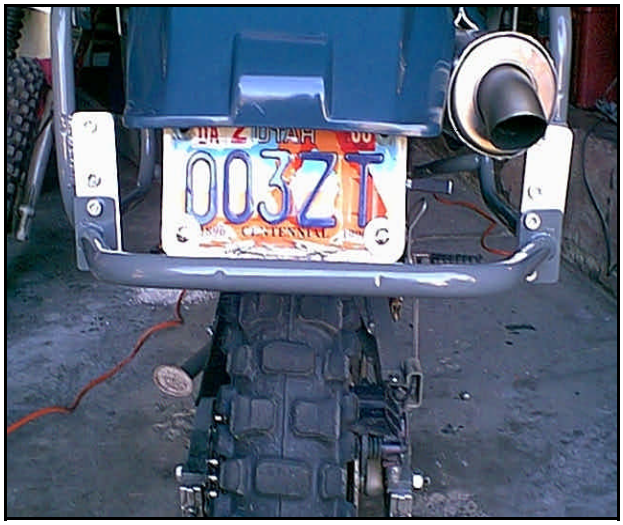
entire bike from the rack. Fortunately, my better judgement prevailed. The SU racks sell for $165, the wrap-around fender brace adds another $35 and the aftermarket exhaust drop-downs another $30.

The SU racks open up an entire range of luggage options. The owner can now opt to install nearly any hard or semi-rigid bag imaginable. Tim offers two options in kit form. The first are so-called “cooler bags”. The semi-rigid cooler bags are commonly available, but Tim’s kit includes full size thick inner and outer hard plastic sheets (much like cutting board material) and mounting hardware. They mount quickly and securely with two bolts on the top tabs. The lower portion of each cooler is secured by L-shaped Teflon-like material, which slides over the bottom tube of the SU rack. The coolers measure 12.5"L x 7.5" W x 11.5" H. They come standard with a pair of water resistant covers which mount from the side and pull securely around the coolers with a drawstring. I rode with the coolers on the 170-mile Moab-White Rim Trail and they held up perfectly. With the rain covers in place, they passed the five-minute spray test with no leakage. Tim sells the entire kit assembled with the cooler bags for $136, or you can mix and match and buy only the parts of the kit that you need.



Rear brace for SU Racks

You can add to the soft-sided look of the cooler luggage with a tailbag/ luggage rack kit. Building on his adventure touring experience in the vast expanses of northern Idaho, Tim has designed a quick detach, two bag system of monstrous proportions. The two-bag system consists of an inner nylon/Cordura Plus zippered bag surrounded by a custom made outer waterproof Cordura bag utilizing drawstrings and straps. The inside bag is 21"L x 11"W x 12" H, with generous room on top and around the sides (but within the outer bag) for layering and miscellaneous items. The tail system incorporates a backrest (available in two sizes) for the pillion.

The system begins with the easy installation of two side brackets. These are attached to the top of the existing luggage rack with Allen-head bolts. The inner and outer tail bags are attached to an aluminum frame at the base and back. Again, Tim uses an interior plastic sheet under the outer bag to ensure that the bags will not be subject to rips and tears. With the brackets in place, the entire rear bag system can be installed or removed in seconds with four aluminum Dzus fasteners. It can be adjusted forward and backward in three positions. Like the coolers, the tailbag passed the five-minute spray test with flying colors.

For the hard core KLR utilitarian or would-be adventure tourer, Tim offers “the Full Monty”—aluminum panniers and an aluminum tailbox. Modeled on the Touratech line, Tim’s side boxes are thicker (2.0 mm vs. 1.5mm) and have fewer frills. They come with mounting instructions and require that you make an appearance on Tim’s “Tool-Time”. Get your drill ready. Hold the boxes up to the SU’s; get your SO to sit for a fitting on the passenger end. I installed mine as far rearward as I could, just ½” aft of the relocated turn signals. I set them parallel with the line originating from the

The cooler bag set up on SU racks

(Continued on page 18)

TECHNICAL INSIGHTS

By Elden Carl

Our Israeli adventurers, Avi Feshal, Ohad Uziel, Ariel Arbel and Lior Berler sent me a card from the southern most city in the world at the tip of the South American continent. The four KLR's are still running strong and the guys are on their way to Brazil.

Bruce Redding informed me that he must make his lowering links work or give up his KLR. Bob Bell and I will try to help him. Bob is going to put a spacer on the Ohlins shock shaft, probably a 10mm, which will give him a little less than one inch clearance in the wheel well. The down side to this is he will lose an inch of the approximately 7.5 inches of rear wheel travel.

If you have lowering links on you KLR650, you really should, for you own safety, follow Bruce's lead and consider having a spacer put on your shock to limit travel. You can also consider running a smaller rear tire like a 120/90 by 17 MT21. Also moving your rear wheel back lengthening your chain will also help. We'll keep in touch with Bruce Redding to see if we have solved his problems. He, Ron Jensen and I are going on a Baja ride soon and we will report back the results.

Bud Doe suffered a far too common KLR problem: the right front valve cover bolt hole stripped out. Fortunately he was able to Helicoil the hole and solve the problem. Bud was lucky because the small diameter flat sided post often splits, ruining the head. The rule is to no exceed the torque specified in the manual for the valve cover bolts unless you have an extra $600.00 to spend. Note that Bud was not the "overtorquer" in this case.

Ron Kellner of Buffalo bought a new DR350 in Canada, but couldn't import it into the US until he replaced the awful kilometer-per-hour speedometer. Luckily I had a spare miles-per-hour speedometer for his DR and he is happily riding off-road in Pennsylvania. I guess they thought Ron couldn't multiply by .86 or whatever that number is, and therefore wouldn't know how fast he was going. They do think we are dumb, don't they?

David Webster has had his suspension modified by Bob Bell at Precision Concepts. The shock body and the fork lowers were hard anodized the rear shock now has a Gold Valve, Bob's shim stack, and the right amount of oil and gas. Bob thinks the emulsion setup will work fine for trail riding, but we can add a compression bottle later if David experiences any fading. The front forks on David's bike are set up like mine and should be real plush.

A while back, I mentioned that Alan Roach of Baja Designs was modifying a KLR for *Rider* magazine. Alan asked me to come over and help him with the project. I made it perfectly clear to Alan that I expected credit and I thought we had an understanding. Like a fool, I gave him all my suspension specifications including front-end modifications which cost me approximately $150.00 and the assistance of Stig Pettersson of Pettersson Pro Suspension, Tom Moen of KTM and Bob Bell of Precision Concepts. If you read the article in Rider, you know credit was not given where credit was due. I can also assure you that the Rider KLR650 was far from the trickest KLR around. Finally, the information on how to improve your KLR650 has been available in *Dual Sport News* long before *Rider* ever discovered the KLR650. Gino, Redondo Ron, others and myself will continue to provide new information on the KLR650 as it becomes available. I for one will no longer be giving away good information to non-members in the future.

Editor's Note: I read the Rider article with mixed emotions. I was very happy that the KLR was finally acknowledged, but sadly disappointed in how Rider and Baja Designs chose not to acknowledge those who made many of the modifications possible. For the record, Rider and Baja Designs have been receiving complementary issues of DSN and Kawasaki 650 Dual Sport News since it started in July of 1996. I realize that both Baja Designs and Rider are businesses and need to stay in front of the competition to survive. However, I feel, given the fact that they both had access to more KLR information than normally accessible through the hard work of all of the contributors to DSN and Kawasaki 650 Dual Sport News, some credit should have been given to us as a group. Furthermore, I feel the actions of both entities were self-serving in every way. For this reason, I will no longer purchase items from Baja Designs and I have cancelled my subscription to Rider magazine. –ed.

We are lucky to have Redondo Ron's "Carbmaker" information. His attention to float level height settings is especially important. The last three carburetors I have set up all were found with improper float height. One was off 4mm!

DR350 Stuff

In setting up my 1993 DR350S, I wanted a bike that was not loud, had decent power and good fuel mileage. I installed the less restrictive DR dirt model muffler and air intake pipe. The float level was set at 1mm deeper than stock and I installed one size larger main jet. I also installed a Uni air filter. With the 4.25 gallon Acerbis fuel tank, I can easily make the 200 mile no-fuel loops that I travel in Baja. I get 61 to 65 mpg at 65 mph freeway speeds and mid-50 mpg on Baja dirt roads. If I need to conserve fuel while in Baja, I can slow the speed and get close to 60mpg. Friends have encouraged me to install a cam and one of the 400+ cc bore kits. Installing one of those means more heat, poorer fuel economy and pinging on Mexican regular gas.

Speaking of DRs; I just recently purchased a blown up DR engine. Paul Tomlinson of Leman Grove Motorcycles, the world's greatest Suzuki parts expert, told me to look for the bolt that holds part of the shift mechanism to the end of the

(Continued on page 17)

CAMPING LIGHT

Editor's Note: I must confess that I have no idea who wrote this article. If the author of this piece would kindly get in touch with me, I'd be more than happy to give them the credit they deserev in the nest issue of DSN - Ed.

Motorcycle camping is a personal thing. Everyone has their own preferences and priorities, ranging from sleeping on a rock with basically no gear to dragging a trailer loaded to the gunwales with every imaginable convenience. Although most of us fall somewhere between these extremes, those of us who choose to camp on the trail need to be vigilant that the total weight we carry doesn't get out of hand. As an avid backpacker, I tend to think of my KLR as a motorized backpack, and I try to load it accordingly. Lets face it, in the dirt the darned thing is heavy enough; it's much happier with no load at all.

Many readers have more experience than I do in the realm of long-distance touring. However, I have gone on many short trips with a very light load, and in relative comfort. Last fall I had the opportunity to do a quick tour of the Escalante area of Utah with the legendary "Jake" Jakeman. Near the end of our trip, he commented that I had nearly all the conveniences he did, but my KLR was carrying only half the load his was. I "keep it light" by leaving lots of stuff home and I use the lightest weight gear I can find.

THE GEAR

Tent: I carry a Sierra Designs Flash Magic, which weighs about three pounds, and when packed is not much larger than a loaf of bread. It's cramped for two adults, but for a soloist, it's not bad at all. This tent is now discontinued, but there are lots of others on the market that approach it in weight and performance.

If you go with a department store tent, be careful. Many cheaper models are heavy, bulky, and flimsy and some don't shed water very well. Look for a bathtub-style floor and a rain fly that covers as much of the tent as possible, and try to avoid fiberglass poles. Whatever you buy, don't forget to seal the seams on your floor and rain fly.

Sleeping bag: If you can afford it, a down bag is the way to go for the best weight-to-warmth ratio, and it is the most compact. Although synthetic bags have a slight advantage in wet climates, I have had good luck with down.

Sleeping pad: If you can afford it, go for a high quality pad. In my experience, a good pad can make the difference between arising feeling refreshed and waking up feeling ten years older than you are. A quality pad not only cushions you from the hard spots, but it insulates you from the cold ground. Self-inflating pads are a few ounces heavier than the others, but are more compact, warmer, and generally more comfortable.

Food, etc: When in the back-country, I prefer to use the dehydrated food packets designed for the backpacking crowd. They are non-perishable and, of course, extremely light. Most entrees only require that you add boiling water, and they can be eaten right out of the foil pouch, so there are no dishes to wash. (Very appealing to a lazy guy like me.) Some of the dehydrated stuff is actually quite tasty, too. For breakfast, I use instant oatmeal packets.

If you plan to camp in the desert back-country it might make more sense to carry "normal" food. Since water is often non-existent on the trail, you would have to carry extra water with you for re-hydrating your food. Still, the convenience is great if you want a good hot meal at the end of the day. As for stoves, my favorite is the Peak 1 Micro Butane. It's stone-simple, cheap, weighs only six ounces and does the job without complaint.

Clothing: The ubiquitous Aerostitch suit is tough to beat. I have used a two-piece for a few years, and it has allowed me to leave my rain suit and several clothing items home. Use a few light layers for warmth, rather than one bulky layer. This allows you to adjust for temperature changes, and it's easier to pack.

Don't carry extra shoes. If you normally use "shower shoes", you can leave them home by using a cheap plastic place mat to stand on in the shower at the KOA.

PHILOSOPHY

With all the talk of bigger saddlebags, reinforced sub-frames, and the latest ways to carry more on your dual-sport, it's easy to get carried away. All that capacity is great if you really need it, but I have found it rewarding to pare my load down to the minimum. Of course, don't compromise with emergency items such as a basic first aid kit, tools, tire repair kit, etc. But do try to figure out what you can leave home, and still safely enjoy yourself. After all, how often did you really use that Veg-O-Matic on your last trip?

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... "Lite Brigade"

(Continued from page 5)

the qualities of an all around bike, which mean far more to me than cutting edge technology and narrow focused design. These traits made it an excellent starting point for the Adventure Sport project. Let's get started.

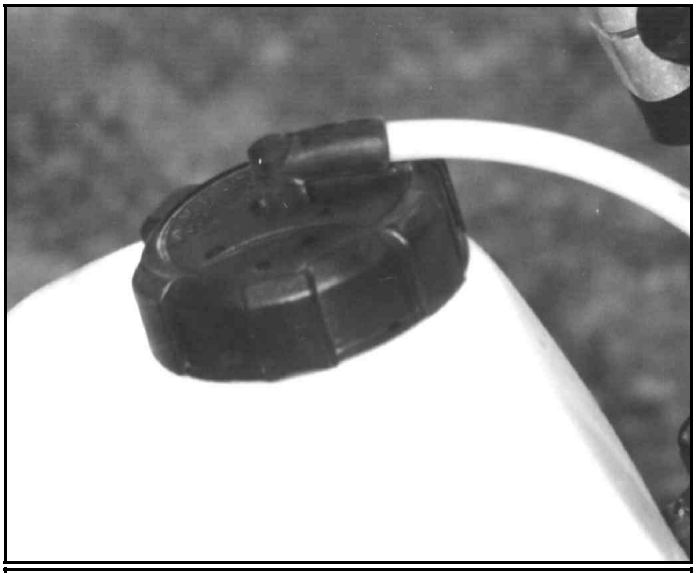
For simplicity sake, we'll start from the front of the bike and work our way to back. I took out the wimpy 55/60w stock headlight and replaced it with a CandlePower 55/60w from Saeng /TA that reportedly draws the same amount of power as the 55/60 watter, but produces the equivalent light of an 80/100 watt bulb. I did notice the change in output and I would suggest it for anyone who wants a brighter headlight but has a bike with low electrical power output.

The DR bend handlebars were somewhat funky and I didn't find them very comfortable. I decided to spring the extra dollars and go for the Answer ProTaper handlebars in the DR bend with the Universal Adapter kit. Answer claims the ProTaper bars reduce rider fatigue by flexing more than constant diameter handle bars yet are stronger and more resilient. The bars went on without a hitch, though they are a bit low despite sitting atop the universal risers, which add about 1.5 inches to the overall height. The ProTaper's are a trick gold anodized and have exceptional strength, but in reality, any quality bar is worth the money if it is comfortable for you.

While I was working with the handlebars, I decided to ditch the stock hand guards and mount up a set of Acerbis Rally Pro hand guards. These guards are heavier than the older style Rally Guard due to the fact the they now have an aluminum bar that serves as a back bone for the guard. The Rally Pro's are also easier to mount than the older model and have a sleek aerodynamic appearance. The addition of the spoilers –which require drilling of the hand guard- give adequate weather protection.

As is the case with most dual sport machines on the market, manufacturers are obsessed with trying to put the smallest fuel tank possible on their machines. The DR350SE comes with a thimble sized 2.4 gallon fuel tank which will allow the DR to roll about 130 miles before the rider has to get off and walk. Fortunately, the DR350 is blessed with a loyal aftermarket following and there are plenty of oversized tank options available. I chose the Acerbis 4.25 gallon fuel tank with twin non-vacuum petcocks. Routing the fuel line from the right hand side petcock is an art at best but will reward the rider with the use of most if not all of the claimed fuel capacity. IMS and Clarke also make plastic tanks for the DR350. If you go with the Acerbis fuel tank, be advised that you should take the fuel line they give you and throw it in the trash can. It is baffling to me how a company can make some

(Continued on page 15)



A small rubber elbow gives the vent hose a nice 90 degree bend and gets it out of the way.

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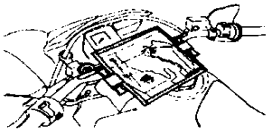
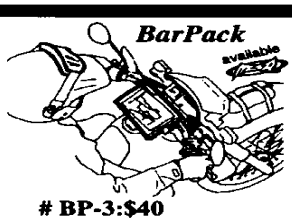


 # CM-1:$15 (window 7.7"w X 6h)
 # CM-3:$20 (window 10"square)

BarPack available



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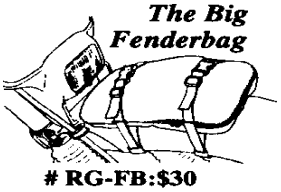

 # RG-FB:$30
- camping etc.
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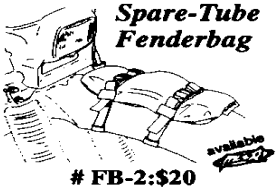
Spare-Tube Fenderbag available



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EVENTS

1999 DSN Baja Run
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Dual Sport News is hosting it's first Baja Run with Elden Carl leading the pack to some of his favorite roads and hideouts. Due to the difficulty of the planned route, we must limit the ride to the first ten experienced riders that sign up. Plans are still in the making, but the group will stage out of San Diego and enter Mexico on October 24 and spend two full days touring. The group will return to the States in San Diego on October 27. If you would like to participate in this event, please call Gino at 505-281-9886 or, if you would like more information on the route, give Elden

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1998 T-shirts sizes XL-XXXL	$5.00 Shipped
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1998 has a petroglyph design on tan and the 1999 is the rally logo on the left chest on white. Both are short

PHOTO CONTEST

So you take pretty good pictures, eh? Well send them in and see if you have what it takes to make the Dual Sport News 2000 calendar. DSN will be producing a year 2000 calendar with the top thirteen pictures sent in. DSN will return all pictures, just be sure to send them in an envelope with the correct return address marked on a 3X5 card. Winners will receive a free calendar. Photos will be reprinted in color unless otherwise specified and must be received at DSN headquarters by October 15, 1999. Send photos to Dual Sport News Photo Contest, PO Box 698, Sandia Park, NM 87047.

… "Lite Brigade"

Answer ProTaper bars, Acerbis Rally Pro hand guards and ProGrip Gel grips keep the arms and hands happy.

(Continued from page 13)

of the best fuel cells around yet supply fuel line that resembles shrink-wrap. Save yourself the headache and buy some quality fuel line from your dealer along with a couple of inline fuel filters. The DR350SE seat is typical dirtbike/dual sport fare; narrow, rounded and firm as it should be. While this design is excellent off-road, it is painful on-road if you sit on it for hours at a time. Since I wanted the DR to maintain its dirt bike heritage, I went with the Suzuki Gel seat option. This seat is manufactured by Travelcade and is one inch wider and about 1 inch lower than the stocker. It has the patented gel insert and does not have the grab strap or the two lateral seams that get uncomfortable after a few minutes. All the gel seat will do is take the edge out of the pain for the DR. To provide more comfort, I apply my favorite seat modification; a sheepskin. A close cropped sheepskin is bar none the easiest, most effect and most inexpensive option to providing more comfort on any motorcycle seat. One pelt will yield about three pieces that will serve three solo riders. I use small bungee cords to hold it in place while traveling, then I take it off for off-road riding. Although these two items combined gave the DR350SE enough comfort for a day's worth of riding, you knew you had ridden on a small saddle by the end of the day.

When deciding on luggage for the Adventure Sport, I was torn between mounting up my removable Touratech aluminum panniers or going with the old stand by soft-sided luggage. In the end, the soft-sided option won out do to its lighter weight and versatility. Also the option of having Happy Trails, formerly known as Driveline Services, protective side racks available made the decision easy. These superb side racks protect the side covers of the DR and allow whatever soft-sided luggage you choose to be loaded to the hilt without the risk of melting down the exhaust side panel or scuffing up the left side panel. On the DR350SE, they do require that the rear turn signals be relocated. I made simple two-inch long brackets out of 1 ½ inch steel strap and drilled holes in both ends. There is enough wire in the harness to allow the turn signals to be moved back about one inch, which is all that is needed. My tried and true Ortleib Dry Saddle Bags fit perfectly on these racks. To top it off, I used a medium Ortleib Dry Duffel across the seat, and strapped to a Suzuki tail rack.

The balance of the DR350 remained unchanged. Suspension was adjusted to the firmer settings, and tire pressure was upped to 30 psi at both ends for road touring and then dropped to 22 psi for off-road riding. If I had it all to do over, I would have swapped the OEM Dunlop D601 tires for a more aggressive tire like a Pirelli MT21. The Dunlop's were good DP tires but left much to be desired in overall performance.

The carburetor and airbox were left untouched for this trip. The DR350 makes plenty of power for me and seemed to hold its own on the highway. The loaded down DR was able to maintain a solid 60-65mph to entire way despite strong, gusty winds. Adding to this was the DR's phenomenal gas mileage at 60-70 mpg off-road and 50-60mpg on-road.

Okay, so your friends will laugh at you. The sheepskin is the best comfort bargain for long hours in the saddle.

It all sounded and looked good in the garage, but how would my DR350SE Adventure Sport work in the real world? I tested the lil' DR by riding it 400 miles to the Utah Get-Together, riding trails and such there and then riding it 400 miles back home. The Adventure Sport exceeded my expectations. It handled as well as could be expected on the paved highway for 400 miles. I adjusted my duffel bag to work

(Continued on page 17)

... Strangers

(Continued from page 9)

"We aren't going up THAT! We'll have to go out by following the creek!"

We all three double back and attempt the creek. It isn't long before we discover that the creek is even less of an option. Solid rock, big boulders and deep water! So, we return again to the first leg of a series of switchbacks.

"Any other way out of this valley?" I asked Toby--Bob listening intently. "Nope, this is it" was the reply. With our work cut out for us, and we were losing daylight. Temperature would drop to somewhere in the low to mid 30s that night and we weren't prepared for camping.

I decided try the first leg of the steep jeep road and made it up about halfway up before loosing traction. So, Bob and Toby assisted and together we pushed my bike, under power, to the first flatspot. The only level piece of ground, just big enough to hold the bike. Now we're thinking---if we were going to push all three bikes to this point how much energy would we have left? And how much further do we have to climb out of here?

We began to weigh our options. If one of us could get out of here, he could call for the troops. Bob had a cell phone, but of course no signal was available with mountains all around us. Even if the phone did work, we had no GPS to help with a fix. It would take some time for anybody find us, let alone drive in here with 4WDs and winches to haul us out. The sheriff helicopter did not sound feasible. We envisioned taking out second mortgages to pay the fare. ***We*** came to the conclusion that we got ourselves into this fine mess and ***we*** will have to get us out of here.

I got on the A12 and prepared for the next attempt. As I launched the bike, I found loose rock and shale galore! I take a run at the second leg but its too loose. I dig in almost immediately. We all grabbed the bike and rolled it back to the flat spot. Toby says, "let me try it ", "Be my guest" I replied. He took a run at it, but dug in also. We all three back the bike down to the flat resting spot again. Toby claimed that he saw a line that if he could hit, would take him up. So after taking a breather, he tried it again, but this time and made it up! He had found a "sweet spot" where the traction was decent and made it to the second leg at the first switch back!

By this time it was dark! My KLR was the bike highest up the road at this point. We looked around, and found ourselves high up on a leaning jeep road with a mountain on one side and a steep rocky cliff overlooking a creek on the other. Bob looks up into the sky and remarks, "gentlemen we've been blessed by a full moon tonight". The sky was clear to boot. We tried the cellular just in case the new altitude would help any. No dice.

Eventually we began walking down the hundred yards or so to where the other two bikes were parked. We got to the bottom where Bob mounted his A3. He took a shot at the first leg and lost traction in the shale almost immediately. Then Toby again offered to try riding up. "Why mess with success?" Bob remarks, "Go for it". So after we had backed the A3 to the bottom Toby got on and powered it all the way to the first flat spot! This surprised us all. None of us were sure if we could actually ***ride*** up the first and steepest leg. Still not believing he himself had done it, Toby walked back down, clearing rocks on the way.

Next would be the A7 from the very bottom. Toby now got on his own bike and, repeating what he had just done--throttled the A7 up alongside Bob's bike on the first flat spot. We gathered there once more while our hero caught his breath. There was barely enough room to stand with the two KLRs side-by side on the narrow road. Toby then got on my A12 after saying a prayer and went for it. He rode it up the second leg to second flat spot at the switchback and parked. Now we're getting somewhere!

We began to see the whole picture slowly evolving. While kicking softball sized rocks off the trail, and throwing bigger ones over the side, a sense of camaraderie was beginning. Toby began singing, "...This is the last worthless evening...you'll have to spend..." "What's that?" I asked. "You know? That Don Henley song?" "Yeah, I know it." I reply. "...it won't be looong til your little heart is on the mend..." Now we're singing to our motorcycles!

Toby trundled back down the hill and found his way to his A7. We waited up around the bend for him to bring his own bike to where the A12 and A3 were. We couldn't even see him from above until he turned on the key. Again, he somehow found

(Continued on page 19)

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...Technical Insights

(Continued from page 11)

shift drum. Sure enough, the bolt had come out and ended up between the balancer weight and crank weights thus blowing the engine up.

Paul says if you have an early model DR350, you better pull the clutch cover and Loctite (medium high-temp) the bolt in question after cleaning the bolt and hole thoroughly. Not fixing this problem could lead to more engine damage than the value of the motorcycle. Also, so not use the 15lb torque spec as specified in the manual. Use the torque spec for a 6mm x 1.0 bolt instead. What about later model DR350's, you ask? Paul says he would pull the clutch cover and Loctite the bolt in question anyway.

I hate to sound like an Avon Gripster salesman, but KLR wiz, Joe Carpenter, just installed a set and likes them better all around than what he previously used.

Finally, please do not call me collect as I have no budget from *Dual Sport News*. I am more than happy to help whenever I can, but it has to be on your dime. The best time to call is between 6 and 7 a.m. Pacific Standard Time. My number is (619)440-2960.

TECHNICAL QUESTIONS WANTED

Have a technical question you want answered? Send it into to us and we'll get an answer for you regardless of brand. We have managed to establish a great resource of knowledgeable dual sport enthusiasts who can answer just about any question, bike related of course, you can ask. Send tech questions to Dual Sport News, PO Box 698, Sandia Park, NM 87047 or e-mail to k650dsn@aol.com.

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.... Adventure Sport

Sideracks by who else but Driveline Services, now Happy Trails Motorcycle Products. See article on page

(Continued from page 15)

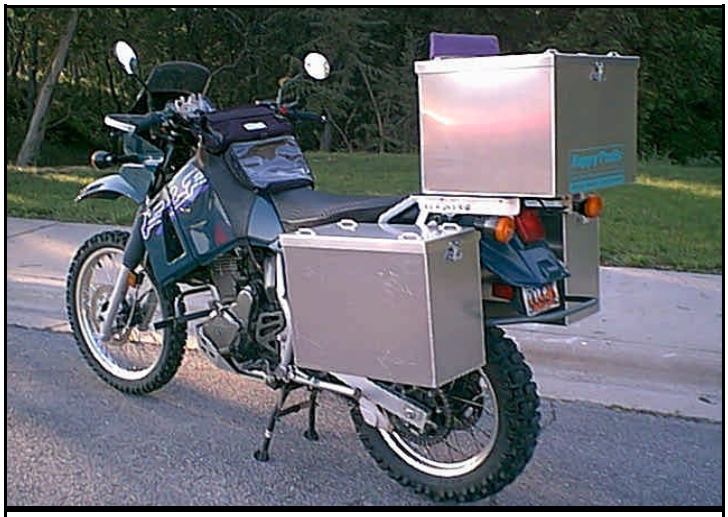
as a back support. That combined with the seat and sheepskin and a smooth engine made the ride more enjoyable than trips I have taken on big bore machines. Once in Moab, I was able to shed the saddlebags, duffle and sheepskin to be left with a lean little dual sport that was ready for trail riding.

If you have read this column and thought to yourself that there is nothing new here, that is exactly my point. You do not need a big bore multi to do trips with, especially if you long to ride some of the more difficult stuff once you get to your destination. If you read this column and thought this all sounded neat, great. All of this can be applied to any bike regardless of size and displacement. Like any other bike in my garage, my DR350 is a work in progress. But it's ultimate mission of being a light-weight dual sport that can do some light touring will remain the same. There simply comes a time when light is right.

... Driveline Services/Happy Trails

(Continued from page 10)

luggage rack and dropped them down about three and one-half inches from the top of the rack's rear plate (I want to try them with "U-Bags" that have a drop-down portion to meet the panniers). Mark the first hole and drill. Mount the bolt with washers through the threaded tab mounted on the SU. Recheck the angle. Drill the second hole and thread the second bolt. Now fit the L-shaped Teflon piece over the lower tube of the SU and scribe a line on the inside of the box. Take the box off; drill four equally spaced holes through the L piece. Place the piece on the box lined up with your scribed marks; drill one hole through the box. Change to a larger bit. Drill the first hole large enough for the sheet metal screw that snugs the L shaped Teflon onto the outside of the box. Install the sheet metal screw. Change bits. Line the piece up again, drill the second hole and continue until all four screws are installed. You are done. It takes about two and one-half hours to do the entire job.



The aluminum box arrangement on SU racks

Tim will make any size pannier and tailbox you like. The two panniers he sent me were roughly the size of the Touratech 35-liter small box (WxLxD): 225x450x380 mm or 9"x18"x14.5". The tailbox was the larger of his two standard sizes; he calls it his "mondo" box. It measures (WxLxD) 400x450x320 mm or 13.5"x18"x15". This figures to an additional 55 liters.

The boxes are solid and well built. The covers can be had in removable top loading, hinged on the narrow-side top loading, and side loading hinged on the bottom. Each has a very fine cam locking clasp and lock. With some fussing I was able to get the hinged top-loading boxes to open without hitting the mondo box. However, I would suggest ordering removable lids if you intend on running with the big tailbox. All of the covers come with four double-riveted eyelets for strapping additional gear. The box is sealed against the cover with a rubber gasket.

On the road, the panniers and tailbox add to the already substantial wind profile of the KLR from both the front and sides. Wind buffeting seems greater than without the luggage, but it remains manageable. Riding two-up, my 14-year-old son, Dominic reported much improved riding comfort as a result of the backrest. He also reported some harmonic noise from the left side of the tailbox. The boxes will come with reflective decals all-around for improved safety.

Like the entire luggage line-up, my ten-year-old daughter, Nina, subjected the aluminum gear to the "brutal" five-minute spray test. The boxes did not leak, but the locks did.

Puzzled, I wrote Skip Faulkner, a KLR lister from Montana who is using the boxes. Skip rode his Happy Trails aluminum pannier equipped KLR to Moab and back in torrential rains without a leak. He told me that he did treat the lock base with silicone and the assembly with silicone spray before leaving. Tim is conferring with his design engineer and assures me that if there is a problem with the locks leaking it will be rectified. I believe him. Skip, an experience aircraft mechanic and builder, would like to see Tim substitute solid Cherry rivets for the pop rivets for better long term wear and weather protection.

Now here is the best part, the price. Tim's panniers can be had for $335 including the mounting hardware. The tailbox is an additional $150 (add $65 for the quick mount kit and $35 for the optional custom vinyl padded backrest).

With the SU racks, Tim has managed to give the KLR devotee a tremendous number of mix and match options. The racks, cooler bags and tailbag are fully developed. By the time you read this, the aluminum panniers and boxes will have reached the same level of reliability and usefulness. It is now possible for a KLR owner to equip his bike with true adventure touring components without paying one-fourth to one-half of the price of the bike (new or used).

I recommend all of the Happy Trails products for your consideration. For more information, contact:

(Continued on page 19)

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... Driveline Services/Happy Trails

(Continued from page 18)

Tim Bernard
Driveline Services/Happy Trails Products of Boise
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Boise, ID 83709-2838
1-800-444-8770 (Western States)
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email: dlsboi@interplus.net

Editor's Note:

Kurt Simpson lives in Salt Lake City and is the administrator of the KLR Internet mailing list and KLR editor for Dual Sport News. For more information concerning the products reviewed in this article. You may contact Kurt online at ajax@xmission.com.

If you have a KLR650 specific article, please send it to:
Kurt Simpson
ajax@xmission.com

The spray test as performed by Nina

... Strangers

(Continued from page 16)

traction and climbed his way up to where the other two KLRs sat. An excellent display of riding ability! At Last, all three bikes were together again at the second flat spot. It was clear we were making progress.

We stood on this sloping half-road with our backs literally to the wall, fronts to oblivion, and discussed options. Its apparent we all may get out, but how long would it take? A shorter rest was in order this time. We hiked up to our second switchback, where we could see the third leg. It was still mighty steep and rocky from there.

We returned to the bikes, again throwing 5 and 10 pound rocks over the ledge constantly, and got ready to make our run to the third leg. Toby was first to make the attempt and though it looked difficult, success was still on his side. Bob went next. His tire dug in halfway through the off camber switchback! We came to his aid and gradually backed it down to a slope less steep. Toby got on and with Bob and I acting as booster rockets rode the A3 up to the third flat spot. Soon Bob and I were watching the man of the hour wrestle a third bike to the third flat spot.

With all three bikes standing at the ready, our hero mentions while half out of breath, that we're going to have to ride our own bikes from here (and just when Bob and I were beginning to enjoy this). It was a factual statement and at about 9:00pm, we proceed to ride our own bikes to the next switchback without a hitch. We continued in this way, over the first and biggest ridge in the dark, the backside of which was very rutted and obstacle ridden.

It soon became evident that we had a long way to go. Even though the terrain was still quite challenging (spelled *steep* going up *and* down) in some spots, the ride was starting to feel like fun again because we were actually riding instead of pushing and pulling. Ahhh, nighttime forest riding. The KLR headlights did an adequate job in my opinion, but a bit more candlepower would've been useful.

After another 45 minutes or so, we suddenly arrive at another ascent. Up and over a second ridge whose backside has ghosts of 'Jeep Slide'...we found ourselves in a second canyon. At the bottom of this canyon there's a vacant campground with conflicting signs that say the way out is a ***dead end*** (the forestry map we had wasn't much help even if we did have adequate light to read it with)! We took a stab in the dark as it were and aimed the bikes down what appeared to be the most beaten path.

This led us once again, up and across a third ridge. Finally, this twisting, turning, tight jeep road bailed off on the backside. We could sense somehow, through our

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.... Strangers

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fatigue that this adventure was drawing to a close when we saw the lights of houses in the distance. The curling and turning around trees at last ended at the top of a 75 foot, 40 degree drop-off that led to a wide stream. One last obstacle. Even with all our recent experience, one by one we literally inched our way down this thing, releasing brakes halfway to track.

"We're outta here boys!!! This is the place we were looking for," Toby exclaimed. The stream that crossed in front of us marked the path of our liberation. I was dying of thirst and was tempted to drink from the stream, but thought better of it. "There's a big dirt parking lot over there!" Toby said pointing. And from there was a 2-mile tame dirt road, to Highway 166. The stream crossing with slippery rocks, in the dark, was routine by now.

After reaching civilization at about 11:00pm, we phoned home and had some dinner while reviewing the video footage. It was our first meal in over 12 hours (forgot Powerbars too)!

As it were, this was a meeting of strangers. The three of us KLR riders had agreed to meet at the Deer Lodge on Hwy 33 for breakfast that morning, having never seeing one another before. At the end of the day, it seemed as if we were old friends who went to different schools together.

As the clock struck mid-night we embarked on the voyage home. I wicked up the A12 to 80 mph on I-5, locked the throttle and tucked under the windscreen. What a machine! All I could think about was a hot shower and a warm bed.

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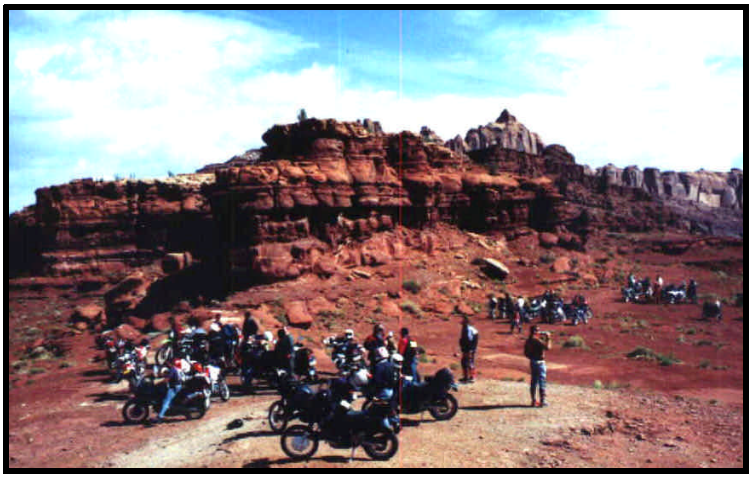
LOVE HANDLES

If you have been following this series, maybe by now be you might be wondering about wisdom of concentrating all your cargo aft. As anyone familiar with MSF's load triangle can tell you, those Spam Cans we made room for in previous episodes lie well outside that aforementioned ideal. With that in mind what other options do we have? What about that fine spot almost dead center in that triangle? It is very fortunate that nearly 70lbs. of fuel and tank reside there, but what else is there room for, how about tank bags? No, the plural is not a typo. While tank top bags are as BMW as shaft drive, let me introduce you to side tank bags. These tank side bags occupy the same location Australians use to mount "Billy cans". While a KLR rider might shy away from making his slim mount any wider, G/S riders with a 30 inch wide engine have nothing to lose. The set of Tank Panniers I use came from Aerostich's Rider Wearhouse. Although seemingly made for a BMW they will be at home on a wide variety of motorcycles. A couple of notes concerning their mounting on G/S series BMWs seem needed here. Aerostich's bags install easiest on standard G/S tanks but can be modified to fit oversize Paris Dakar tanks. Installation on the R 80 PD tank required the addition of one foot of mounting webbing to accommodate the larger fuel tank. Upon their return to Aerostich this was easily accomplished, but if you anticipate this need, request the modification upon order to eliminate the additional round trip to the factory. During installation you may find some other small modifications needed to fit your machine, but the results will be worth it. On the R 80 PD the Aerostich Panniers will just brush the spark plug leads on the bottom to allow safe full lock steering clearance up top. I find the slight contact against my knees a comfort, especially for the weather protection they provide, much like the fairing lowers on my street bike. Using unoccupied space while protecting my knees and shins from wind and rain they provide over 1700 cubic inches of convenient storage space. They may be marketed as tank panniers but I e a fair bit of creative locating elsewhere. One of the most common locations I have seen being behind the rider's legs, in front of or in place of hard luggage. This storage stays on the bike, even after base camp is established where the water-proof duffel and Spam cans are parked. Things I might need on the trail ride here, water, lunch and rain suit to name a few. The side bags also allow me to keep my tank top bag low and compact. As you have probably figured out by now, I have been in love with these bags, since 1991! In that time they have survived two severe crashes, unscathed and out-lived two sets of bungee ty-downs while protecting the high-dollar tank graphics from the sun. The worst wear they show is the natural decay of the color in the fabric due to exposure to UV rays. For the economy minded among you, at the time I ordered from Rider Wearhouse the standard color offered was black, with gray being an additional charge option. In another nine years if the color change continues I will have the gray option for free. Despite my wife's comments suggesting that now my Beemer has "Love-Handles" too, I highly recommend these Aerostich products for both concept and construction value.

Here you can see any additonal weight to be as near to ideal as possible.

As you can see from this angle the Aerostich Tank Panniers add no additional width to G/S series

UTAH GET_TOGETHER 1999



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For Sale: 1996 KLR650, 12300 miles, looks good, runs great, all stock, Kawasaki tank and trunk soft luggage, large Yoko ¾ length enduro jacket (nice all weather jacket) $2900.00/obo, located in Portland, OR. Call Rich at 503-201-2340 or e-mail rich@rfstearns.com 7/99

For Sale for KLR650: Various parts including a near new shock for $100.00
For Sale for DR350: Various parts including a DR dirt carburetor that I will trade for a DRS carburetor or sell outright. Elden Carl 619-440-2960

Wanted: KLR650 to replace my crashed KLR. Must have low miles, be in good shape and be priced around $1,000.00 Call Jerry Young 541-382-4763

Wanted: DR650 Suzuki engine, any year. Jim Platek 405-377-7852
For Sale: KLX650, 1994 super clean with extras. $3200. Jim Platek 405-377-7852

For Sale: 1998 KLR650. 5K highway miles, Dynojet kit Stage 1. Chris in San Antonio, 210-846-2667

For Sale: HeinGericke leather jacket, Paris/Dakar model, size 42L, brown,
perfect. Used one season. Too warm for Albuquerque, bought Aerostich.
Contact: Bruce Hedquist 262-2046(w) 856-5623(h)

For Sale: 1998 KLR650, bought new in Oct-98, 1000 miles, Kawasaki soft luggage, Clearview +4 w/s and heated grips. $4200.00. Moscow, Idaho. Call Bert Fox 208-885-1962.

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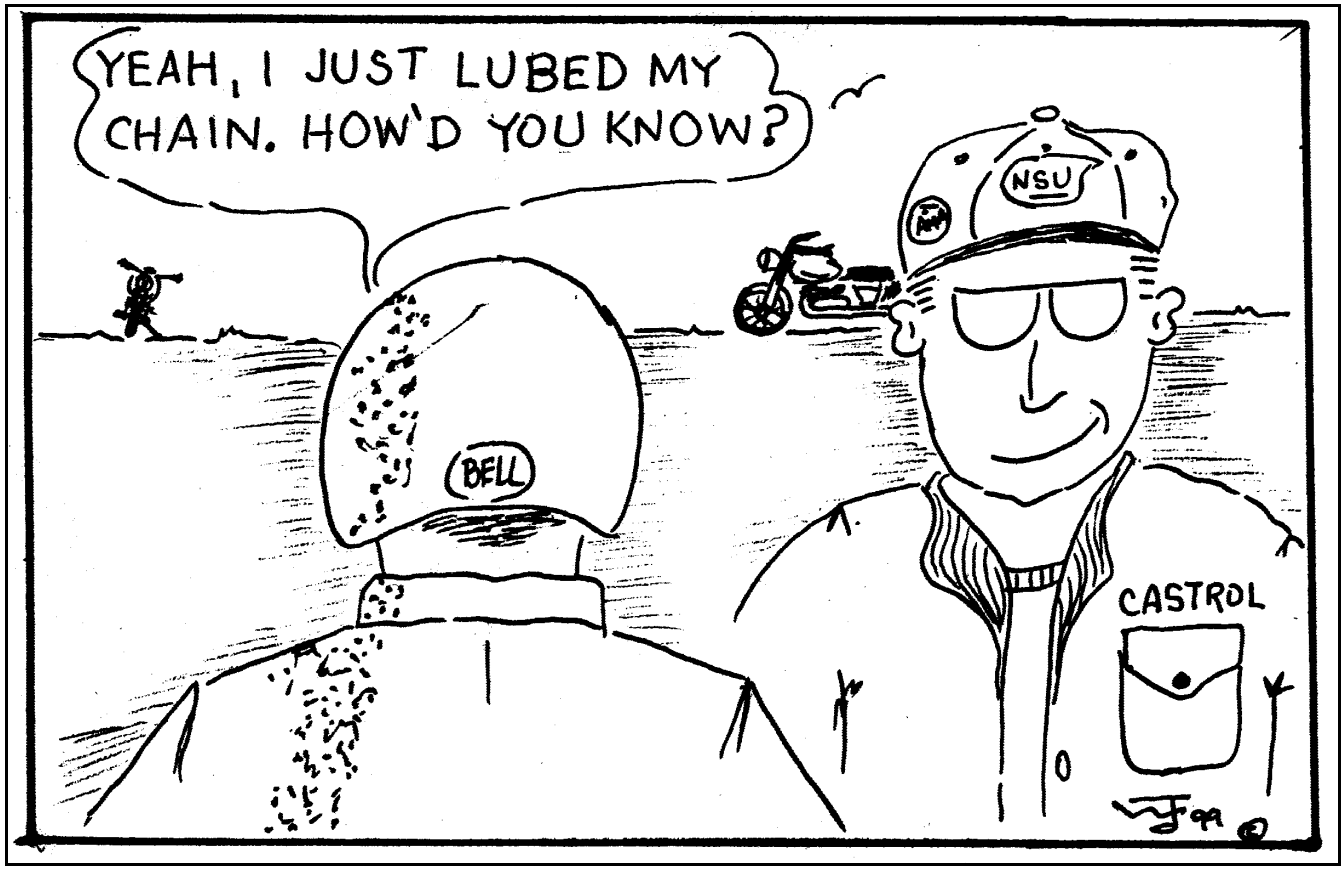

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